

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

1 SEP 1983

Enclosed for your files is a copy of the
summary minutes of the first CIA Traffic Advisory
Committee meeting.

Sincerely,

[Redacted Signature]

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Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution w/encl:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - John F. Byrne, GeoWash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
- 1 - S. R. Conley, VDH&T, Richmond
- 1 - Nancy Bennett, Cong Wolf's D.C. Ofc
- 1 - Pat Bennett, Cong Wolf's McLean Ofc
- 1 - Nancy Falck, FFCo Supervisor
- 1 - John P. Fowler, II, Dewberry & Davis
- 1 - DD/A
- 1 - D/PAO
- 1 - D/OLL
- 1 - D/OL
- 1 - OL/NBPO (Official)

OL 2089-83

OL/NBPO/[Redacted]

(1 Sep 83)

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Minutes of CIA Traffic Advisory Committee
25 August 1983

The Chair convened the first meeting of the Traffic Advisory Committee at 1305 hours on Thursday, 25 August 1983. Attached is a list of attendees.

[] CIA, began by giving a brief background on the new building and said the purpose of this Committee is to help formulate a traffic analysis that all can agree on. In doing so, the Agency is mindful of the concerns of the citizens. [] turned the meeting over to Mr. Jerry Boseman, Virginia Department of Highways and Transportation (VDH&T).

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Mr. Boseman said his traffic study came up with some gray areas, such as how many employees and how many cars.

Assumptions of the traffic study done by VDH&T are:

- o Maximum of 6,000 parking spaces.
- o Sixty percent of the Agency traffic would enter and exit during peak hour.
- o By the Year 2005, there will be a 30 percent growth in total traffic. This 30 percent increase includes CIA expansion traffic.
- o VDH&T noted these projections are comparable to those of the Dulles Toll Road study.
- o According to state plans, Route 123 will be widened to 6 lanes by the Year 2005.
- o CIA expansion is to be completed by 1987.

The question of adequate parking was raised by Kent Maxfield of the Ad Hoc Committee. [] responded by stating that by Fairfax County standards, which are based solely on building square feet, the number of parking spaces would have to be increased by 4 or 5 thousand. On the other hand, General Services Administration and National Capital Planning Commission (NCPC) guidance limit the Agency to 1,000 additional spaces. In balance, the Agency finds the planned parking adequate and comparable to that provided by other departments and agencies.

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Another question was raised by Lilla Richards, McLean Citizens Association (MCA) as to whether the Agency can expand the proposed parking garage. [] said it was possible since the structure will be built on top of an existing parking lot.

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The VDH&T did not study traffic on Route 193 all the way to the beltway. If the Committee would like that information, it can be obtained. Route 193 is considered saturated.

Mr. Bozarth, NCPC, said they accept the 60 percent peak hour figure but would prefer to see VDH&T use numbers more closely approximating those expected from the CIA traffic management plan.

emphasized that the Agency is going to implement traffic management. The Agency has already made that commitment.

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Mr. Donald Keith, VDH&T, said the state has no enforcement power over the federal government. Therefore, VDH&T is compelled to design for the possibility that CIA does not honor its commitment.

Mr. Boseman stated that study alternative #1 includes directing more CIA traffic onto the Washington Memorial Parkway. The point was made that Agency traffic is already backed up getting onto the Parkway; it is hard to merge onto the Parkway.

Ms. Kitty Roberts, National Park Service, George Washington Memorial Parkway, stated the problem is not really on the Parkway but how many cars can get onto the beltway. The State of Maryland is going to add another lane on the Cabin John Bridge, but it will not be used for traffic, just as a breakdown lane. Maryland is also planning to widen the beltway. However, the widening is not anticipated before 1990.

Also under consideration is the addition of a fifth lane on Cabin John Bridge connecting the two Parkways. This is not as a result of the proposed CIA expansion.

The widening of the beltway to 8 lanes in Maryland would be from the Cabin John Bridge to Route 190.

The question was raised as to how much of the 30 percent increase in traffic is due to CIA expansion. Mr. Boseman said they can't tell right now. The 30 percent increase represents more than just peak hour traffic. It is total daily traffic.

Proposed expansion on Route 123 to 6 lanes from Lewinsville Road to the Parkway should be completed by the Year 2005.

All traffic counts by VDH&T were taken in the spring of 1983 (April) except the study for the CIA-Federal Highway entrance, which was done in July-August 1983.

A question was raised as to whether there should be other options between the first and second alternatives. VDH&T stated that the three proposed alternatives were the only ones they came up with.

Alternative #1 does not imply that 100 percent of the Agency traffic would be on the Parkway.

VDH&T said they can develop another alternative to see if it is possible to assign all expansion traffic to the Parkway. This analysis is a judgment on how the traffic will distribute itself for each scenario.

Mr. Keith pointed out that any major improvement work proposed for the Parkway would require an environmental impact study that would most likely result in a decision to look to Route 123 for capacity improvements instead.

The consultants, Dewberry and Davis, will study traffic patterns at five major intersections: 123-193; 123-Parkway; Parkway-CIA entrance off Parkway; Beltway-Parkway; and Beltway-193. The consultants will analyze what is needed to accommodate projected traffic growth.

The question was raised as to whether we need another alternative. Mr. Boseman said they came up with the ones they thought were realistic but if the group felt others were needed and came up with others, they would gladly look at them.

[] agreed with Mr. Maxfield that alternatives studied should represent a balanced view of the capabilities of the Parkway and Route 123.

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Mr. Conley, VDH&T, then introduced the consultants from Dewberry and Davis. They have not yet signed a contract to do this study but expect to soon. VDH&T will turn over the data from their traffic survey to the consultants. The consultants will take projected traffic and design alternatives. They may come up with several alternatives for each of the five locations they will be studying. At the completion of their study, they will come back to the Committee with their alternatives and make recommendations as to which they feel warrant further consideration. The alternatives would also be taken to citizens groups to get their views. After a final decision is made as to what alternative is most appropriate, the consultants will go into the final design stages.

Kent Maxfield asked whether the consultants will be studying such things as noise pollution, safety, etc. The answer was that an environmental assessment will be done by VDH&T. The scope of the consultant work is traffic analysis and engineering only.

There seemed to be some confusion as to exactly what the consultants will be doing. [] stated that a clear definition of the scope of their project should be the first item on the agenda for the next meeting.

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Ms. Joan Dubois, representative of the Dranesville Supervisor, stated that improvements to Route 193 are not currently in the state's 6-year plan.

[] proposed reconvening in 3 weeks. All agreed. The date of 15 September was tentatively set for the second meeting. [] will follow this up with a confirmation letter.

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Mrs. Lilla Richards, MCA, stated that MCA agreed to give up one seat to let the Ad Hoc Committee have representation on the Committee. They will each have one member and one alternate. Mr. Maxfield stated that he feels strongly that the Ad Hoc Committee should have separate but equal representation on the Committee. He stated that CIA had already accepted the position that the Ad Hoc Committee should have separate but equal representation. It was agreed by all that each group would have one member and one alternate.

[] agreed to the addition of the Ad Hoc representative to the Committee.

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The charter states that a special meeting can be called if there are a majority who want it. Lilla Richards requested that any two groups could call a special meeting. [] proposed that any member could call a meeting with the agreement of the Chair.

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There was discussion about changing 5 days' notice of meeting agendas to 10 working days. [] said he had no problem with that if the group realizes the problems, namely, that the information would be dated by the time the Committee met. It was agreed to leave it at 5 days with the understanding that the group be given as much notice as possible.

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The meeting was adjourned at 1505 hours.

ATTACHMENT

Attendees

Name	Organization
ADAMS, Gloria A.	McLean Citizens Association
BENNETT, Pat	Congressman Frank Wolf's Office
BOSEMAN, Jerry	Virginia Department of Highways & Transportation
BOZARTH, Donald	National Capital Planning Commission
CONLEY, S.R.	Virginia Department of Highways & Transportation
DuBOIS, Joan	Supervisor Falck's Fairfax County Office
FAHL, Douglas R.	Dewberry and Davis
FOWLER, John P. II	Dewberry and Davis
GRESHAM, Robert	National Capital Planning Commission
JEFFREY, William C.	Virginia Department of Highways & Transportation
JOHNSON, Andrew C.	Ad Hoc Committee
KEITH, D. C.	Virginia Department of Highways & Transportation, NoVA
MAXFIELD, Kent A.	Ad Hoc Committee
	Central Intelligence Agency
PANT, Shiva K.	Fairfax County Office of Transportation
RICHARDS, Lilla	McLean Citizens Association
ROBERTS, Kitty L.	National Park Service-George Washington Memorial Pkwy
	Central Intelligence Agency

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